

# THE ILLUSTRATED LONDON NEWS

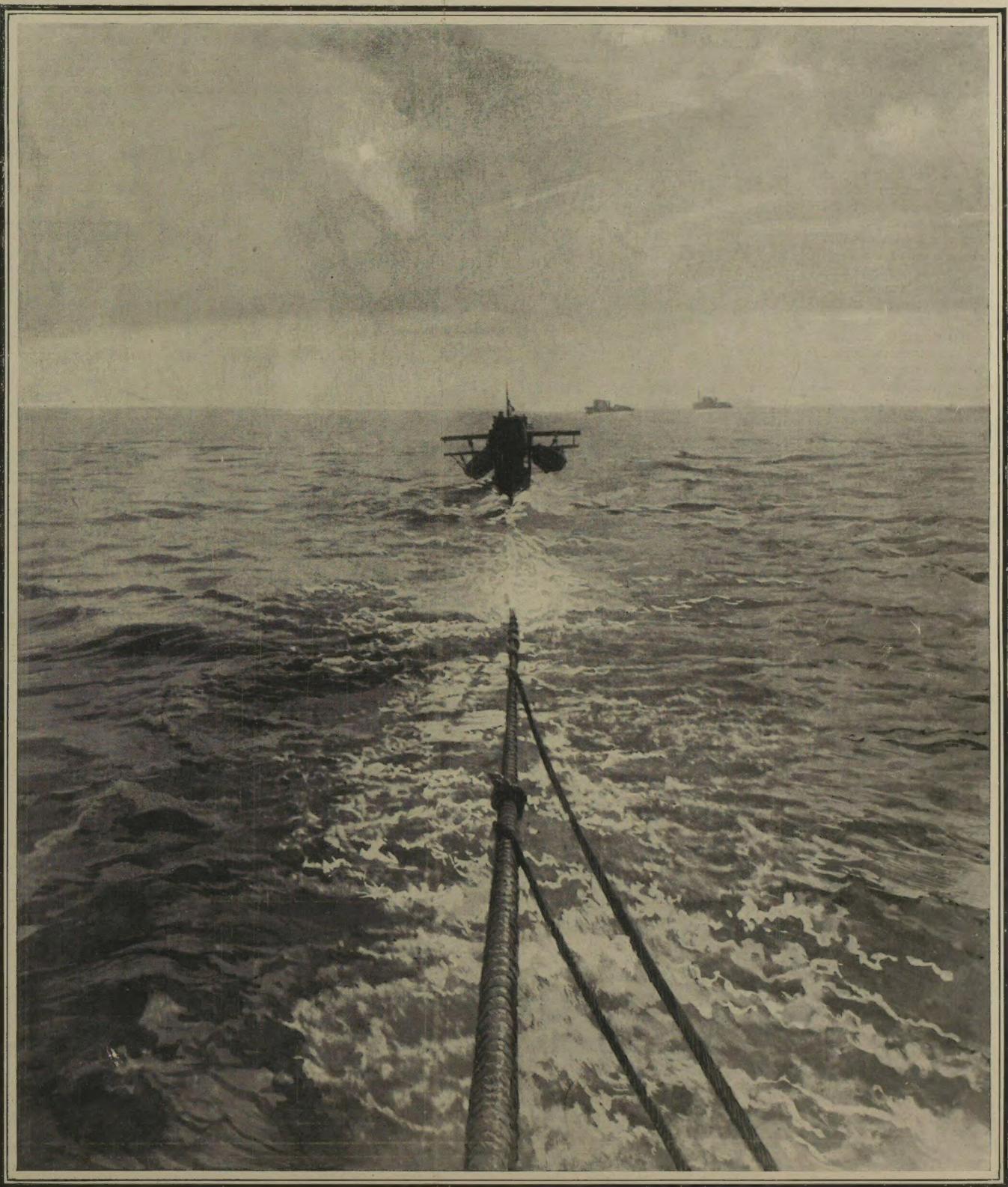
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SATURDAY, MAY 4, 1918.

ONE SHILLING.

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THE CRAFT THAT BREACHED ZEEBRUGGE MOLE: THE SUBMARINE BEING TOWED BY A DESTROYER—  
A DINGHY SLUNG EACH SIDE OF HER.

During the Zeebrugge attack, an old submarine, commanded by Lieut. R. D. Sandford, R.N., and loaded with explosives, was run in to the piles at the shore end of the Mole, which consists of a jetty, and was "touched off." Her crew got away in a boat. A big breach was blown in the jetty. In the photograph the submarine is shown as seen

from the stern of the destroyer which towed her to Zeebrugge. The tow-rope and its tackle are seen descending into the destroyer's wake. As the photograph shows, spars were outriggered to carry dinghies. "Officers describe the explosion," says the official account, "as a huge roaring spurt of flame that tore the jetty in half and left a gap of 100 feet."

## THE ST. GEORGE'S DAY RAIDS.

BY ARCHIBALD HURD.

ST. GEORGE'S DAY will be associated in men's minds in after-years with the heroic attacks on the ports of Zeebrugge and Ostend, when the fighting instinct of the Navy once more found expression in fierce offensive action, and a record of fine resource, steady nerve, splendid gallantry, and dogged resistance was created. The restraint which marks our judgment on contemporary events is a fine element in our national character, but there is no reason why we should withhold the full meed of praise which these exploits, marked by generous heroism, merit; or hide the reflected glory these men's indomitable courage casts on the race.

It is no disloyalty to the great sailors of the past to record that the expedition which put forth from the British coast in the darkness of the April night, a pall of smoke concealing its intentions, to impeach the enemy in the bases he had established and developed on the Belgian coast, was confronted with embarrassments, difficulties, and perils of a unique character. The Elizabethans—Drake, Hawkins, Frobisher, and the rest—were strangers to such a situation; the seamen of the Nelsonian era knew no such dangers as faced Admiral Keyes' strangely assorted fleet.

The Germans had applied to this length of Belgian coastline, and to the two harbours which pierce it, the intensive system of defence adopted by them on their own littoral before the outbreak of war. Guns of large size and small, searchlights, mine-fields, mosquito craft, and aeroplanes had all been pressed into their service in order to render Ostend and Zeebrugge impregnable. Nevertheless, there is overwhelming evidence that the latter port, at any rate, has been sealed for the time being, two block-ships (old cruisers filled with concrete) having been sunk at the point where the narrow canal debouches into the harbour. At least one of Germany's advanced sea bases has thus been rendered useless for many weeks to come.

It is no secret that, from the moment the Germans settled on the Belgian coast, it was the ambition of British seamen to turn them out of positions from which they were able to threaten our communications across the Channel. But such an operation, to be fully effective—that is, to drive the enemy out—depended upon military co-operation. That is the unequivocal teaching of history. Time will furnish its own explanation of the various phases which this matter assumed as the war progressed. But this at least may be put on record—there was no failure on the part of the Navy to realise the importance of the project.

And then at last, as events have revealed, it was determined that, in the absence of troops, naval forces unsupported should be employed in an effort to seal the two ports.

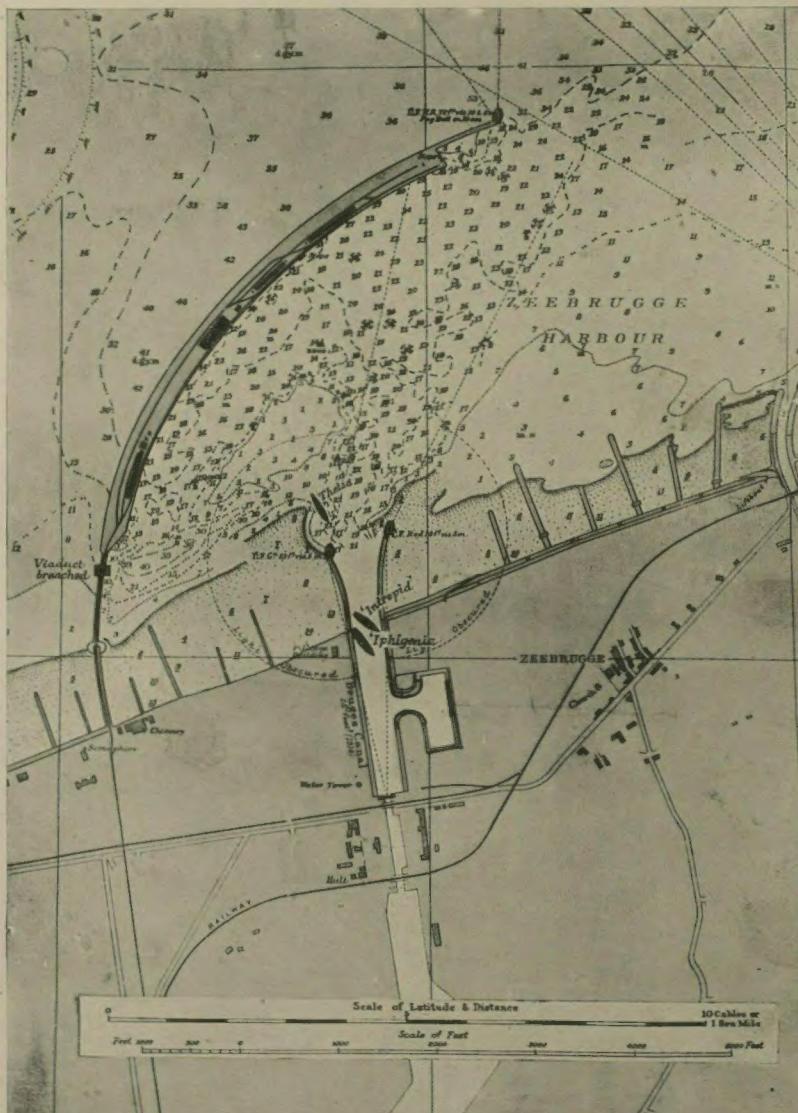
This decision was in itself an indication of the keen fighting edge of the sea service. It was prepared to go in and attempt an operation which had never before been carried out with success. The incident recalls Lieutenant Hobson's heroic action in the harbour at Santiago, when he ran the *Merrimac* into the channel, sank her, and then

The venture was, perhaps, the most desperate of its kind which the British Fleet has ever undertaken in its long history. Zeebrugge was protected by the darkness of night, numerous shoals, and swift currents. The enemy had developed a defensive system with Teutonic thoroughness.

The long breakwater, which the Belgians had intended to use as a landing-place for peaceful passengers coming by sea, had been converted into an advanced sentinel over the fortunes of the port. In the circumstances, perhaps, no sailors in the world would have dared to contemplate the possibility of a successful attack.

Though many details are still missing—for in war a measure of secrecy must be observed—it is already apparent that the project in its final form was the result of many months of careful preparation, during which every possibility was explored with meticulous attention, so that no mischance might ruin the scheme.

Only one element was certain: the valour of the volunteers in the block-ships and the submarines filled with high explosives, and of the men on board the old cruiser *Vindictive*, who, by way of diversion, were to storm and demolish the works on the Mole. Wind, tide, sea, and atmosphere had to be exactly right. According to the reputed statement of a captured Marine officer, quoted in a Berlin telegram, "a surprise attack had already four times been prepared and started"; but Vice-Admiral Roger Keyes (now a Knight of the Order of the Bath) was not to be denied. At last the conditions were favourable, and as the clocks on shore tolled the midnight hour the desperate hand-to-hand fight on the breakwater began; one of the submarines ran under the wooden viaduct and exploded, disconnecting the Mole from the shore; and two of the three block-ships passed across the harbour and were sunk in the fairway which for three years German destroyers and submarines had used without hindrance.



WHERE THE BLOCK-SHIPS WERE SUNK AND THE VIADUCT WAS BREACHED: ZEEBRUGGE HARBOUR AND MOLE; WITH THE POSITIONS OF THE SUNKEN "IPHIGENIA," "INTREPID," AND "THETIS," AND THE HOLE IN THE VIADUCT.

Of the block-ships, "Thetis" came first, to show the road to "Intrepid" and "Iphigenia." She fouled a propeller on the net defence of the shore side of the Mole. In practically a sinking condition some hundreds of yards from the mouth of the canal, she signalled invaluable directions to the others. There she was blown up and sank. Her position and the positions of the sunken "Intrepid" and "Iphigenia" are shown on the chart.

with his seven companions fell as prisoner into the hands of the Spaniards. The attempt failed, as was revealed by the fact that, less than a month later, when the pressure of the American army on shore forced Cervera's squadron to sea, it issued forth without mishap, afterwards to meet with overwhelming defeat.

During the Russo-Japanese War, the Japanese attempted on three successive occasions to block up the harbour of Port Arthur. Resource and courage were not wanting, but a full measure of success was denied.

Though, owing to a shifting of the wind at the critical moment, Ostend has not been completely blocked, Zeebrugge is for the time being "out of commission." But it is well to stress the point that this nest of the pirates has not been destroyed. The Navy has done all that it attempted to do, or could do. Where the Americans and the Japanese, opposed by less difficulties, failed, the British expedition succeeded; for many weeks to come the Germans will have at their disposal only the port of Ostend as a base of operations. They have suffered heavy losses, material and moral. They will have to readjust their forces.

## HEROES OF THE NAVAL RAID: MEN WHO LED AT ZEEBRUGGE.

PHOTOGRAPHS BY RUSSELL, LAFAYETTE, SPOT AND GENERAL, C.N., SWAINE, G.P.U., AND HEATH.



COMMANDER R. S. SNEYD.  
Commander Sneyd was in command of H.M.S. "Thetis" in the attack on Zeebrugge. The official account says: "She signalled invaluable directions."



THE LATE CAPT. H. C. HALAHAN.  
Captain Halahan, in command of the bluejackets who landed from "Vindictive," was killed by machine-gun fire before the word was given.



LIEUT. R. BOURKE  
Lieut. Bourke commanded one of the motor-launches at Ostend which were used to take off the crews of the block-ships.



LIEUT. STUART BONHAM-CARTER.  
Lieut. Bonham-Carter commanded the block-ship "Intrepid" at Zeebrugge, and succeeded in sinking her at the mouth of the canal.



WING-COMMANDER FRANK A. BROCK, R.A.F.  
Wing-Commander Brock, believed to have been killed on Zeebrugge Mole, developed the artificial fog-screen, without which, Admiral Keyes said, the raid could not have been attempted.



LIEUT. R. D. SANDFORD.  
Lieut. Sandford commanded the submarine which was successfully blown up under the viaduct at the shore-end of Zeebrugge Mole.



COMMANDER HAMILTON BENN, M.P.  
Commander Hamilton Benn, R.N.V.R., D.S.O., M.P., was in command of the motor-launches at Ostend. He has represented Greenwich, as a Unionist, since 1910.



VICE-ADMIRAL SIR ROGER KEYES.  
Vice-Admiral Keyes, in the destroyer "Warwick," was in general command of the raid on Zeebrugge and Ostend. He has since been made a Knight Commander of the Bath for his distinguished services.



CAPT. A. F. B. CARPENTER; WITH "VINDICTIVE'S" CAT.  
Captain Carpenter commanded "Vindictive," which landed stormers on Zeebrugge Mole. He handled his ship with the utmost skill and courage.



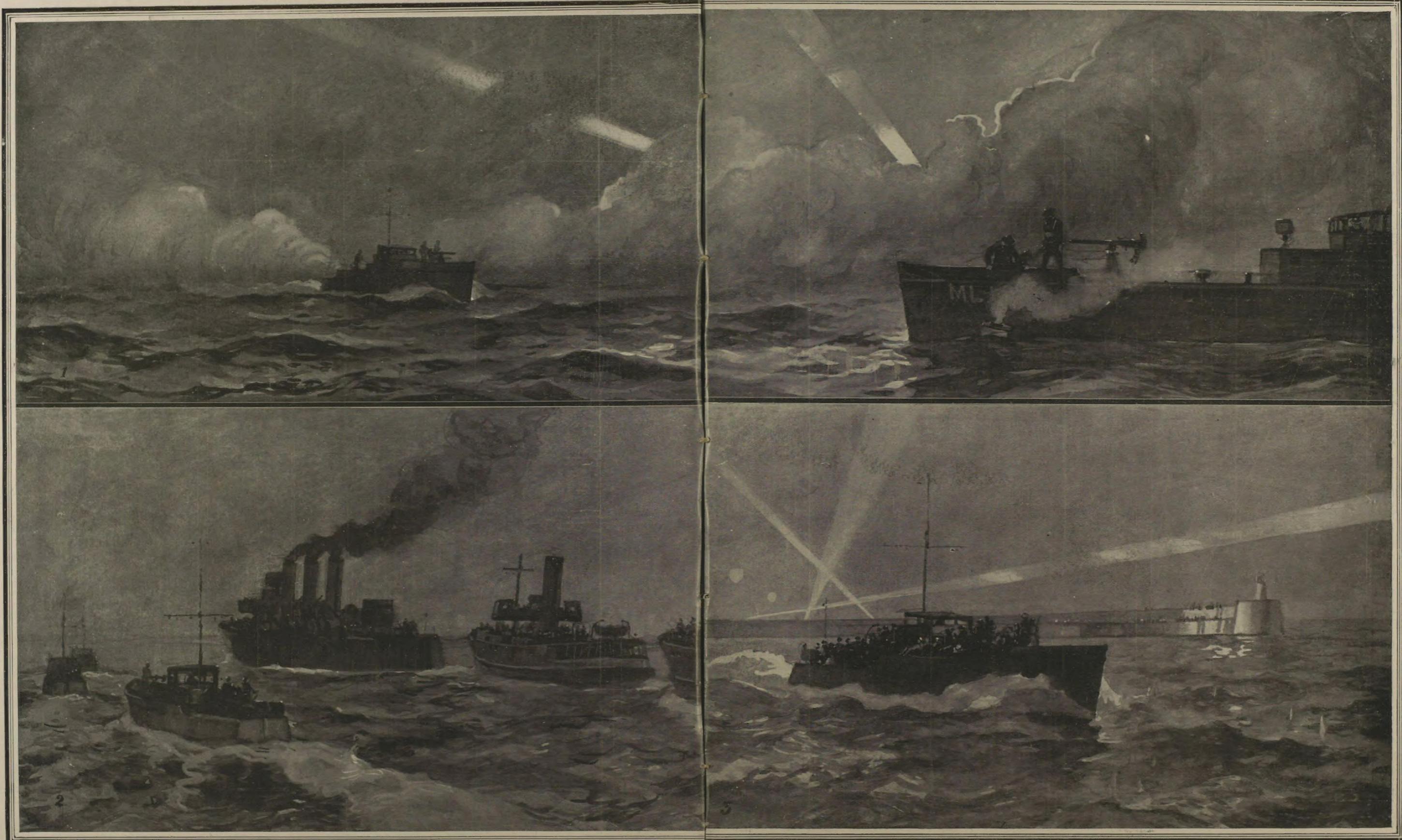
ADMIRAL SIR R. Y. TYRWHITT.  
Admiral Tyrwhitt was in command of the light covering forces employed during the raid. During the war he has taken a leading part in several Naval engagements, and has shown brilliant qualities as a commander.

The above officers, with a number of others, were mentioned in the official narrative of the Naval raid on Zeebrugge and Ostend on St. George's Day, as having taken a prominent part in the operations. Some of them, unfortunately, lost their lives. Thus Capt. H. C. Halahan, who was on board the cruiser "Vindictive" in command of the landing-party of bluejackets, was killed by machine-gun fire before the word of assault was given. By his own wish he was buried at sea. He had taken part in several previous attacks on the

Belgian coast. At the time of writing there is still some doubt as to the fate of Commander Frank A. Brock, who was specially mentioned as the deviser of the artificial fog-screen used on this occasion. He was with the storming party on Zeebrugge Mole, and was seen fighting valiantly. His father is Mr. Arthur Brock, of the well-known firm of firework-makers. Since the action, Admiral Keyes has been made a K.C.B., and Captain Carpenter, of H.M.S. "Vindictive," has been promoted.

## ARTIFICIAL DARKNESS AND LIGHT AT ZEEBRUGGE: FOG-SCREENS AND STAR-SHELLS; AND THE LAST BOAT TO LEAVE.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



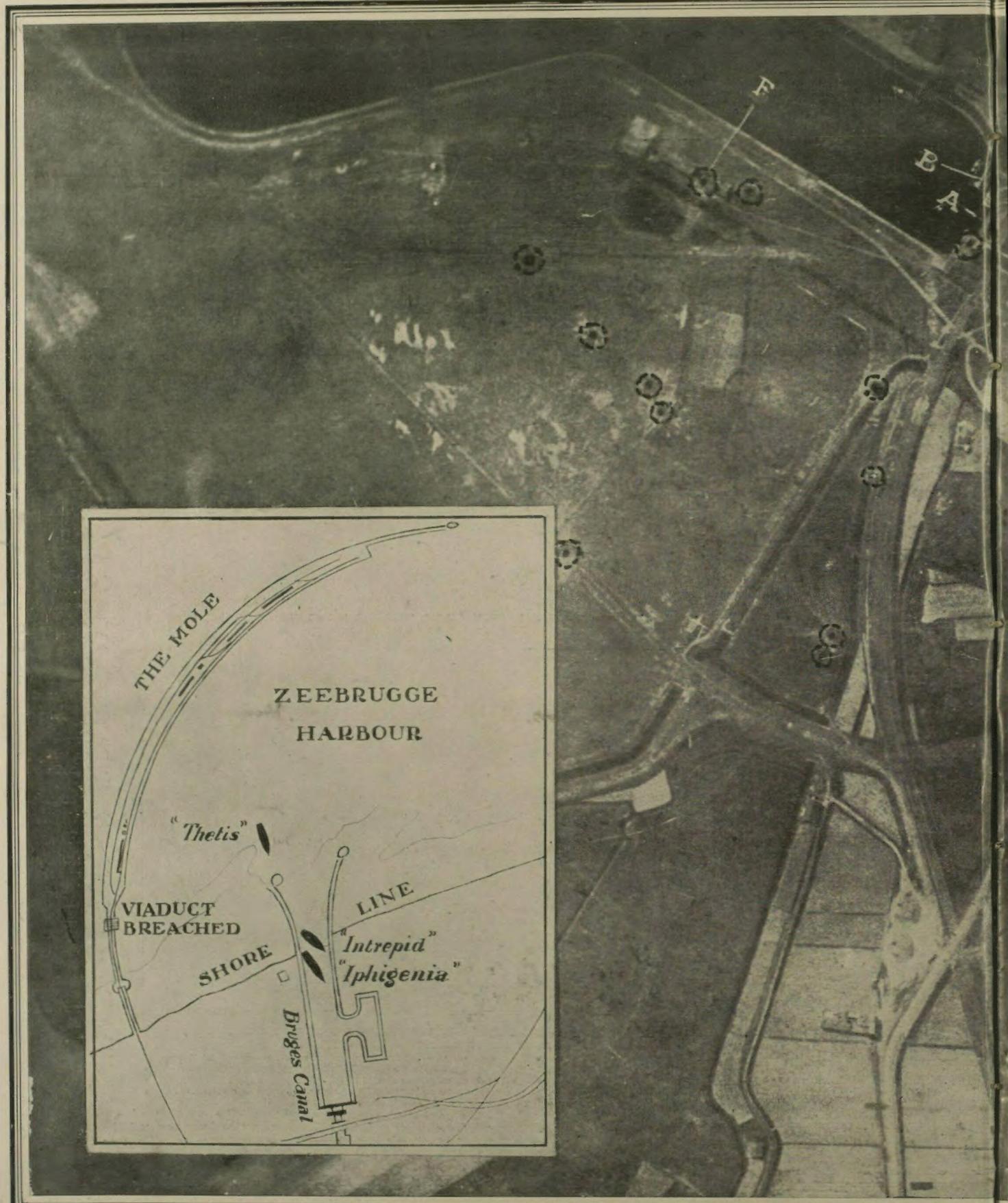
THE BEGINNING AND END OF THE ZEEBRUGGE RAID: (1) MOTOR-BOATS CREATING ARTIFICIAL FOG (2) "VINDICTIVE" TOWING "IRIS" AND "DAFFODIL" TOWARDS THE MOLE, AND ESCORTED BY MOTOR-BOATS, DISCOVERED BY A GERMAN STAR-SHELL; (3) A MOTOR-BOAT—THE LAST TO LEAVE—BRINGING AWAY THE CREWS OF THE BLOCK-SHIPS UNDER HEAVY FIRE.

"At some fifteen miles off Zeebrugge," said the official story of the raid, "the ships took up their formation for the attack. 'Vindictive,' which had been towing 'Iris' and 'Daffodil,' cast them off to follow under their own steam. . . . Ahead of her rolled a smoke-screen, her cloak of invisibility wrapped about her by small craft. This was a device of Wing-Commander Brock, R.N.A.S., 'without which,' acknowledges the Admiral in command, 'the operation could not have been conducted.' It was not till 'Vindictive' was close upon the Mole that the wind came away from the south-west, sweeping back the smoke and laying her bare to eyes that looked seaward. A star-shell soared aloft, then a score of them. The wavering beams of searchlights swung round. Guns and machine-guns along the Mole and batteries ashore woke to life, and it was in a gale of shelling that 'Vindictive' laid her

nose against the 30-ft. high concrete side of the Mole." Then followed the stirring events which we illustrate on other pages. Two of the block-ships, "Intrepid" and "Iphigenia," were successfully sunk in the canal mouth, and the official narrative continues: "A motor-launch under Lieut. P. T. Deane, R.N.V.R., had followed them in to bring away the crews, and waited farther up the canal towards the mouth, against the western bank. . . . The motor-launch cleared the canal and came forth to the incessant geysers thrown up by the shells." Finally: "The motor-launch from the canal cleared the end of the Mole. . . . While 'Warwick' took them on board, they saw 'Vindictive,' towed loose from the Mole by 'Daffodil,' turn and make for home."—[Drawings Copyrighted in the United States and Canada.]

## THE BLOCKING OF ZEEBRUGGE CANAL: THE POSITION OF

AFTER A BRITISH OFFICIAL



"IT IS PROBABLE THAT . . . THE CANAL IS EFFECTIVELY BLOCKED": A PHOTOGRAPH

The photograph was taken last year, and appeared in our issue of June 30, 1917. We have added to it (marked in white, near the right-hand lower corner) the position of the two block-ships, "Iphigenia" (the upper one) and "Intrepid," sunk at the canal entrance during the recent Naval raid. Only part of the block-ships is seen, as the photograph does not extend far enough to take in the whole of their present position. The small inset diagram (as well as a chart reproduced on another page) will enable readers to identify the locality shown in the photograph, in relation to the position of the Mole and the spot where the third block-ship, "Thetis," was sunk, and that where the submarine was blown up. The Admiralty account of the raid said: "According to latest reports from air observation, the two old ships, with their holds full of concrete, are lying across the canal in a V-position, and it is probable that the work

## AFTER THE ZEEBRUGGE MOLE ATTACK: "VINDICTIVE'S" SCARRED FUNNELS.

PHOTOGRAPH BY G.P.U.



"THE UPPER WORKS OF THE SHIP . . . WERE SHOWING ABOVE THE WALL, AND ON THESE A LARGE NUMBER OF GERMAN GUNS . . . CONCENTRATED": THE BATTLE-SCARRED FUNNELS OF H.M.S. "VINDICTIVE."

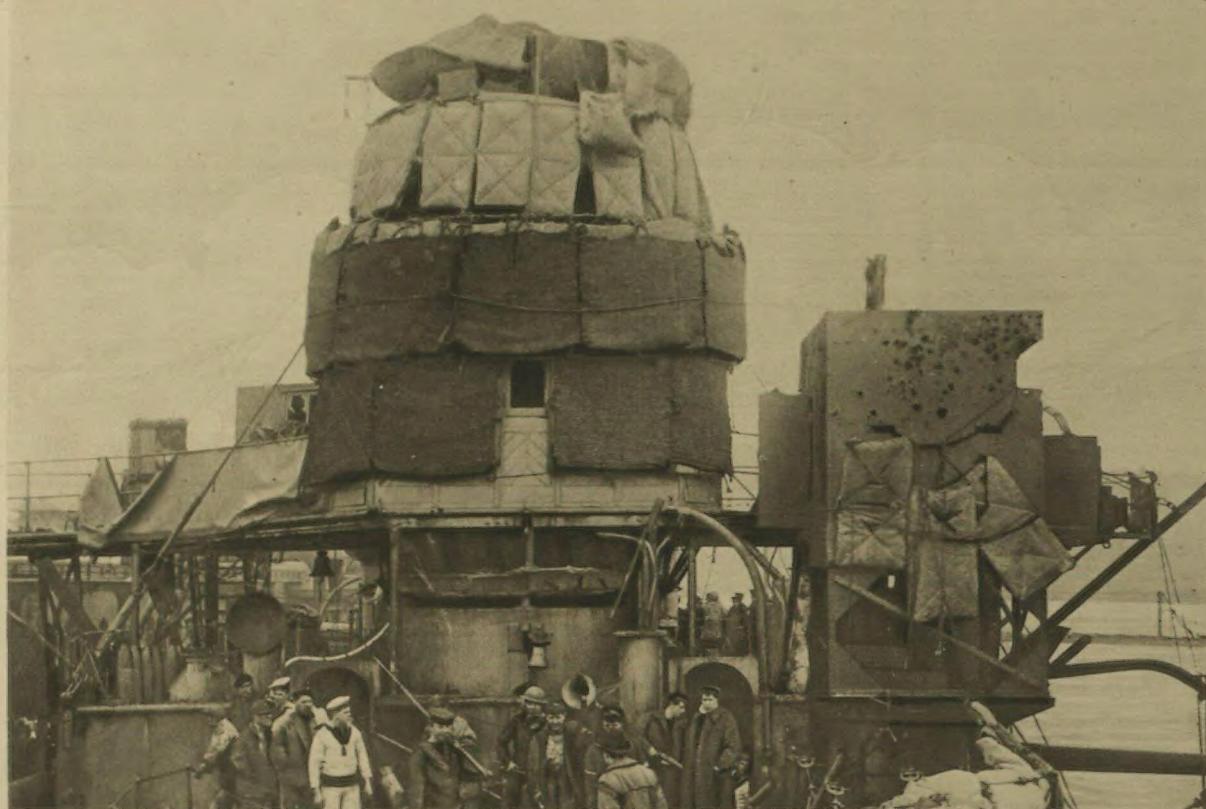
As "Vindictive" steamed back through the darkness after the heroic attack on Zeebrugge, her funnels, it is said, looked like flaming furnaces, so riddled and torn were they by the German fire. Her commander, Captain Alfred Carpenter, in describing the action afterwards, said: "In less than five minutes 'Vindictive' was alongside, and tried to grapple the breakwater and keep there. . . . Comparatively few of the German guns were able to hit the hull of the ship, as it was behind the protection of the wall.

Safety, in fact, depended on how near you could get to the enemy's guns, instead of how far away. While the hull was guarded, the upper works of the ship—the funnels, masts, ventilators, and bridge—were showing above the wall, and on these a large number of German guns appeared to be concentrated. If it had not been for 'Daffodil' continuing to push the ship in towards the wall throughout the operation, none of the men who went on the Mole would ever have got back again."



## THE ZEEBRUGGE MOLE ATTACK: "VINDICTIVE" AFTER HER RETURN.

PHOTOGRAPHS SUPPLIED BY C.N.



1. LOOKING AFT FROM THE FORECASTLE: FIGHTING TOP, MANTLETED BRIDGE, AND CHART-HOUSE; FLAME-THROWER'S HUT.

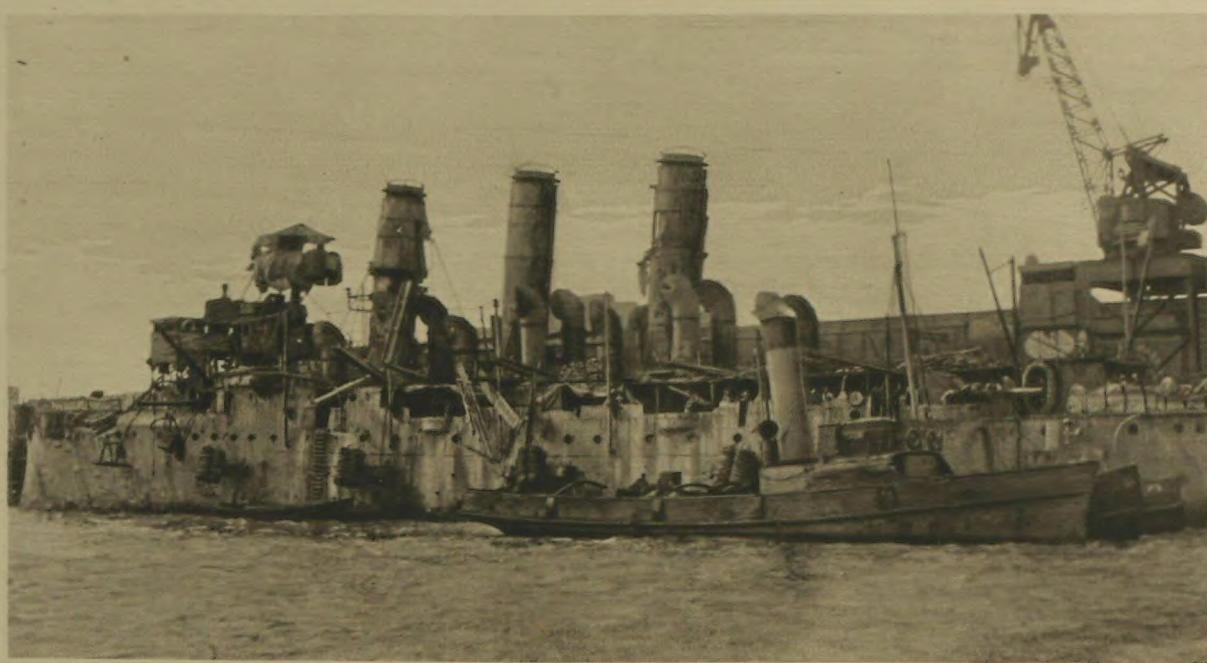
2. SAFE IN PORT ONCE MORE: THE CREW CHEERING AS THE SHIP BERTHED—CAPTAIN CARPENTER WITH ONE ARM IN A SLING (LEFT).

The bridge is seen from the forecastle in the first illustration. Above is the fore fighting-top over the chart-house, mantletted with hangings. Below, on the bridge, closed in behind thick material, is the chart-house. Behind the central window opening is the steering-

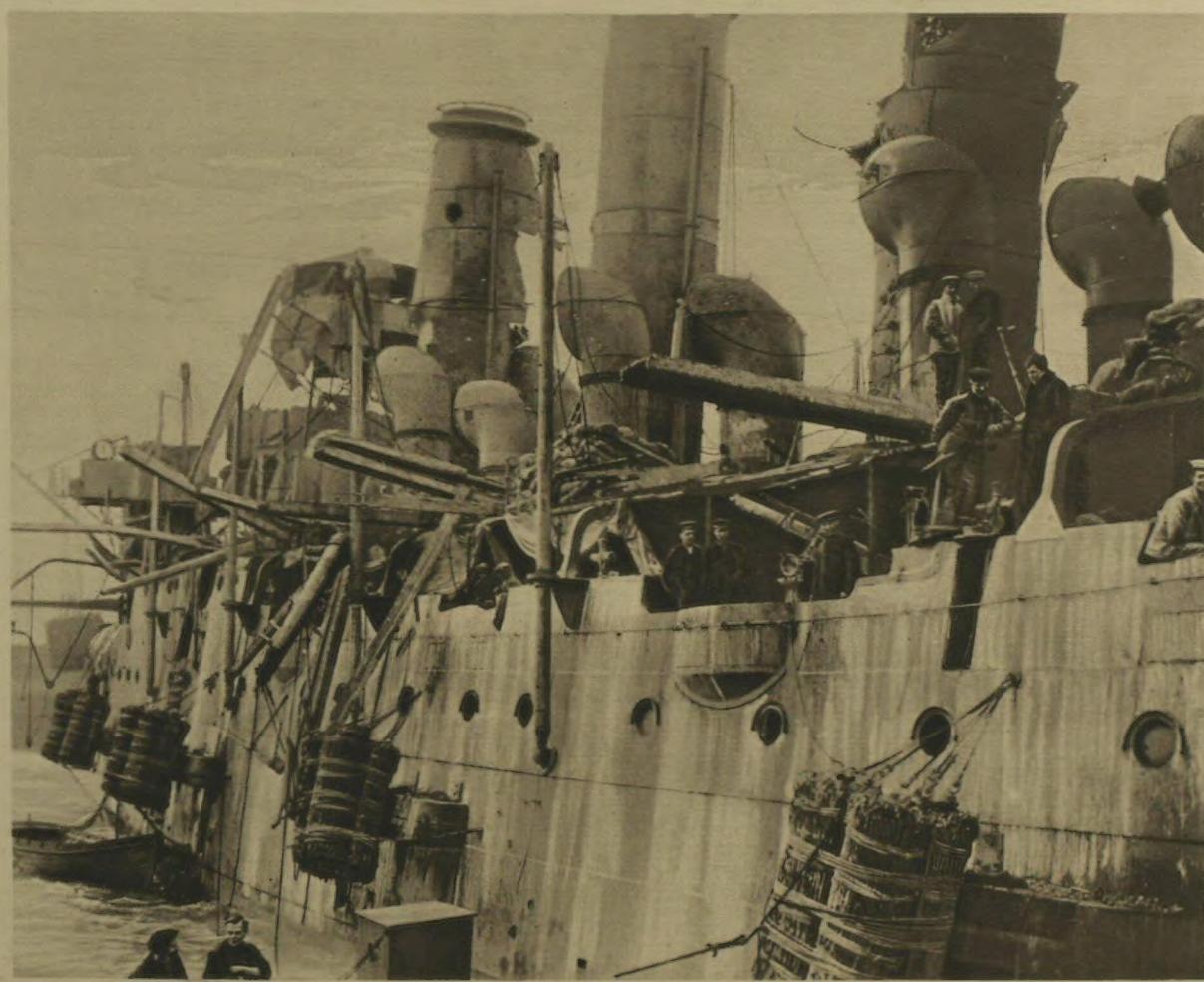
wheel. To the right is the "flame-thrower's hut," where the Captain was part of the time. In the second illustration the crew of "Vindictive" are seen, cheering after the ship was in port. In the foreground, to the left, is Captain Carpenter.

## "VINDICTIVE" AFTER THE ZEEBRUGGE ACTION: AND HER "BROWS."

PHOTOGRAPHS SUPPLIED BY L.N.A. AND G.P.U.



AS SEEN IN PORT AFTER HER RETURN FROM THE BATTLE: "VINDICTIVE"—THE SIDE LAID ALONGSIDE ZEEBRUGGE MOLE.



SHOWING FOLDING LANDING "BROWS" AND FASCINE FENDERS: A CLOSE VIEW OF "VINDICTIVE'S" PORT SIDE AFTER ACTION.

The port side of H.M.S. "Vindictive" is shown; the side laid against the Mole wall. The upper illustration is a general view. The upper works are mostly débris, the funnels battered, torn open, and riddled. Along the hull, in the second illustration, are seen frapped together fascines used as fenders when closing against the Mole. Along the upper deck project, tilted up, sticking out, or hanging down, beams of the eighteen folding brows used for boarding"

the Mole parapet. The remains of the mantled bridge, with padded screens along the railings and round the chart-house, are seen to the left. The extra deck superstructure, built above the ship's upper deck, can be made out, the ends of the supporting transverse beams showing. Round the approaches to the gangways, or brows, where they were hinged to let down, some of the piled-up sandbag breastworks remain in place

## "ST. GEORGE FOR ENGLAND!"—THE GREAT NAVAL RAID ON

PHOTOGRAPHS BY

## ZEEBRUGGE—THE BATTLE-SCARRED "VINDICTIVE" HOME AGAIN.

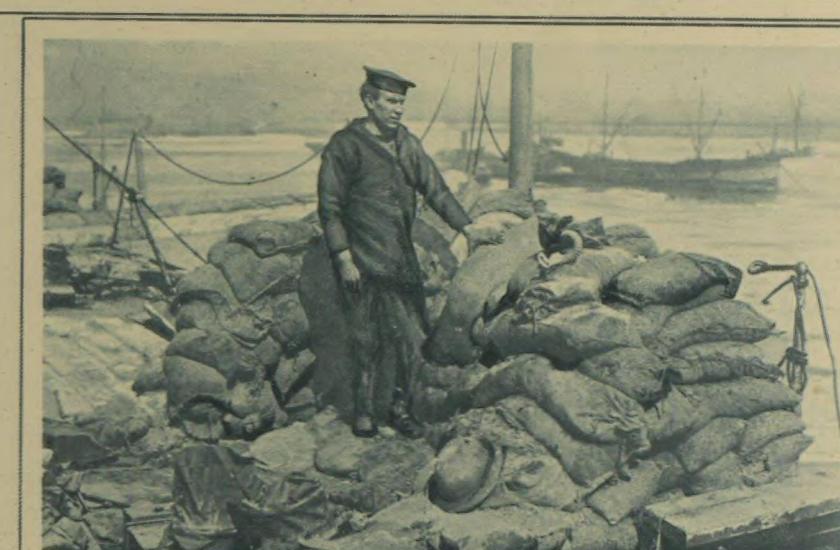
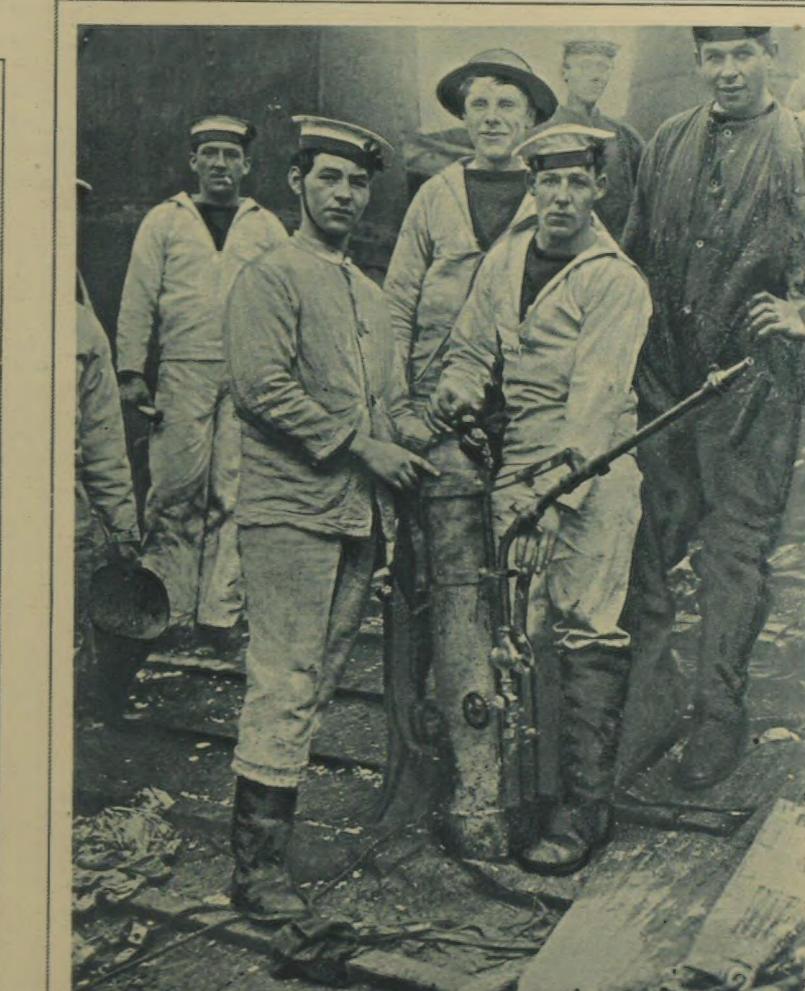
C. S. AND TOPICAL.

A SAND-BAGGED GUN-POSITION ON BOARD THE "VINDICTIVE":  
SOME OF THE CREW WITH STOKES GUNS.

HOLED BY A GERMAN SHELL: A GAPPING RENT



IN THE WOODEN DECK OF THE "VINDICTIVE."

SHOWING A GAS-MASK AND STEEL HELMET (AS WORN IN THE FIGHT):  
A GUN-POSITION IN THE "VINDICTIVE.""HER FORWARD FUNNEL WAS A SIEVE": EFFECTS OF GERMAN GUN-FIRE  
ON THE "VINDICTIVE'S" UPPER WORKS AS SHE LAY ALONGSIDE THE MOLE.A HIGH FALSE DECK, WHENCE RAN THE EIGHTEEN  
LANDED ONBROWS, OR GANGWAYS": HOW THE "VINDICTIVE'S" MEN  
THE MOLE.WITH A FLAME-THROWER: SOME OF THE BRITISH SAILORS WHO SERVED  
ON BOARD THE "VINDICTIVE" AT ZEEBRUGGE.

The signals exchanged between Admiral Keyes and Captain Carpenter, of the "Vindictive," as they steamed across to Zeebrugge on the eve of St. George's Day, will live in Naval history. The Admiral signalled, "St. George for England!" and the Captain replied: "May we give the Dragon's tail a damned good twist!" The above photographs provide an eloquent commentary to the vivid story issued by the Admiralty, in the course of which we read: "Guns and machine-guns along the Mole and batteries ashore woke to life, and it was in a gale of shelling that 'Vindictive' laid her nose against the 30-ft.-high concrete side of the Mole. . . . Commander A. F. B. Carpenter (now Captain) conned the 'Vindictive' from her open bridge till her stern was laid in, when he took up his position in the flame-thrower hut on the port side. It is marvellous that any occupant of it should have survived a minute, so riddled and

shattered is it. . . . 'Vindictive' was fitted along the port side with a high false deck, whence ran the 18 brows, or gangways, by which the storming and demolition parties were to land. . . . The gangways were lowered, and scraped and rebounded upon the high parapet of the Mole as the 'Vindictive' rolled, and the word for the assault had not yet been given when both leaders were killed, Colonel Elliot by a shell and Captain Halahan by the machine-gun fire which swept the decks. The same shell that killed Colonel Elliot also did fearful execution in the forward Stokes mortar battery. The men were magnificent. Every officer bears the same testimony. The mere landing on the Mole was a perilous business; it involved a passage across the crashing, splintering gangways, a drop over the parapet into the field of fire of the German machine-guns which swept its length, and a further drop of some 16 ft. to the surface of the Mole itself."

## "THE MEN WERE MAGNIFICENT": LANDING ON THE MOLE FROM "VINDICTIVE."

DRAWN BY S. BEGG, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

"ACROSS THE CRASHING, SPLINTERING GANGWAYS, A DROP OVER THE PARAPET INTO THE FIELD OF FIRE":  
THE HEROIC STORMING PARTY LANDING FROM H.M.S. "VINDICTIVE" ON THE MOLE AT ZEEBRUGGE.

The story of the landing on Zeebrugge Mole was vividly told in the account issued by the Admiralty: "Vindictive" was fitted along the port side with a high false deck, whence ran the 18 brows, or gangways, by which the storming and demolition parties were to land. . . . The gangways were lowered, and scraped and rebounded upon the high parapet of the Mole as "Vindictive" rolled. . . . "The men were magnificent!" Every officer bears the same testimony. The mere landing on the Mole was a perilous business; it involved a passage across

the crashing, splintering gangways, a drop over the parapet into the field of fire of the German machine-guns which swept its length, and a further drop of some 16 ft. to the surface of the Mole itself. Many were killed and more were wounded as they crowded up to the gangways; but nothing hindered the orderly and speedy landing by every gangway." The men were laden with Stokes guns and other equipment. All the officers and men wore steel helmets and gas-masks.—[Drawing Copyrighted in the United States and Canada.]

## THE ZEEBRUGGE MOLE FIGHT: "VINDICTIVE'S" MARINES.

DRAWN BY FREDERIC DE HAENEN FROM

## CHARGING ALONG THE MOLE. BOMB A GERMAN DESTROYER.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



AFTER ESCALADING THE PARAPET AND DROPPING DOWN TO THE MOLE ITSELF: THE GERMAN DESTROYERS THAT WERE ATTACKED

Describing the dramatic and vividly exciting episode illustrated here, officers of "Vindictive's" Marines, among the party sent, told the story to a Press representative on their return, in these words: "They were on the Mole when they saw "two German destroyers which lay alongside the outer side of the Mole, and both of them kept going at "Vindictive" at quite close range. From these vessels a number of German sailors swarmed up to attack us, but when they found themselves looking at the points of British bayonets they stopped. Our men charged and

GAS-MASKED AND STEEL-HELMETED MARINES FLINGING HAND-GRENADES INTO ONE OF THEIR MOORINGS ALONGSIDE THE MOLE WALL.

cleared the space, and then we rushed to the first destroyer, into which we threw half a hundred hand-grenades. A loud explosion followed, and the last we saw of her was that she was heavily on fire and sinking. We were unable to reach the other destroyer, and what became of her we are unable to say. After bombing and setting alight to the destroyer, we formed up, and, facing our way with the bayonet, charged a gun's crew that had given trouble, dispersed them, and took the gun."—(Drawing Copyrighted in the United States and Canada.)



## AFTER THE ZEEBRUGGE ATTACK: "VINDICTIVE"; "IRIS"; "DAFFODIL."

PHOTOGRAPHS: NOS. 1 AND 6 SUPPLIED BY S. AND G. NO. 2 BY G.P.U. NOS. 3 AND 4 BY AIRPIRE; NO. 5 BY L.N.A.



THE UPPER DECK OF THE MERSEY PASSENGER-BOAT "IRIS": THE BULLET-PITTED AND SHELL-HOLED FUNNEL, WRECKAGE ALONG THE VESSEL'S PORT SIDE



AMIDSHIPS ON BOARD "IRIS": THE WRECKED BRIDGE WITH THE PORT SIDE AS BLOWN AWAY EARLY IN THE ATTACK



"VINDICTIVE'S" FIGHTING-TOP ABOVE THE REMAINS OF THE BRIDGE: AS IT APPEARED ON REACHING PORT.



"VINDICTIVE'S" FAITHFUL BACKERS-UP THROUGHOUT, WHO KEPT HER IN POSITION AGAINST THE MOLE WALL: "IRIS" (RIGHT), "DAFFODIL" (LEFT).



ON THE GUN-DECK OF "VINDICTIVE" BELOW WHERE A GERMAN SHELL CAME THROUGH THE PLANKING OF THE UPPER DECK: CLEARING UP



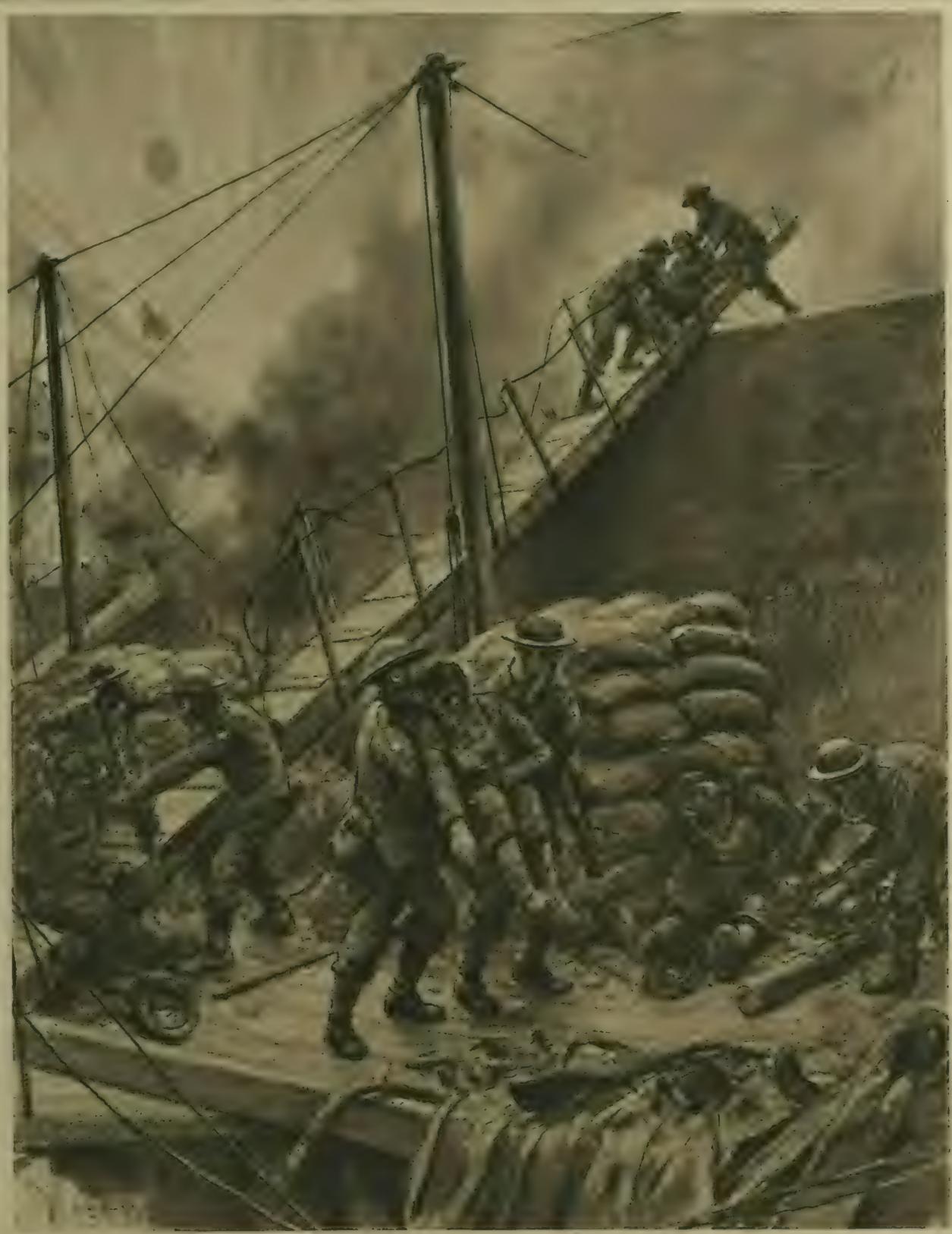
THE DESTROYED CHART-HOUSE ON THE BRIDGE OF "VINDICTIVE": THE JUMBLED MASS OF WRECKAGE—THE INTERIOR.

The part of the two Mersey passenger-steamers, "Iris" and "Daffodil," was to aid "Vindictive" when alongside the Mole wall and hold her fast there, that the swell of the sea should not move the vessel away till the landing parties had returned on board. "Daffodil," at the request of Captain Carpenter, of "Vindictive," stayed beside her and "pressed her in against the Mole. Her boilers, normally developing 80 lbs. pressure of steam per inch . . . maintained 160 lbs. for the whole period." "Iris," while exposed to the

enemy's fire, was badly mauled in her upper works and bridge, which made a target for the enemy above the Mole parapet. In the third illustration is shown the appearance of the forward fighting-top of "Vindictive," above the chart-house and bridge, as seen in daylight next morning on the ship arriving in port. Three officers and seven men were posted in the fighting-top of "Vindictive". One man only survived the action, and he kept firing his gun to the end.

## ON ZEEBRUGGE MOLE: RESCUING WOUNDED UNDER FIRE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



IN GAS-MASKS AND STEEL HELMETS, AMID A STORM OF SHELLS, WITH THE SHIP ROLLING: BRINGING THE WOUNDED OFF THE MOLE AT ZEEBRUGGE ALONG THE "BROWS" ON TO "VINDICTIVE'S" FALSE DECK.

The work of getting the wounded, of the storming party that landed from H.M.S. "Vindictive" on the Mole at Zeebrugge, back on board the ship was a most perilous and difficult task, and was carried out with splendid heroism by all concerned. All the time, the rescuers were subjected to a terrific fire, and were hampered by having to wear gas-masks throughout the whole of the operations. The wounded men had first to be lifted to the top of the wall—a height of 16 ft. from the lower level of the Mole, and then carried down one of the "brows," or gangways, which had been thrust out from

the high false deck of the ship for the storming party to land on the Mole (as illustrated on a double-page in this number). The rolling of the ship made the traversing of the gangway in itself a hazardous undertaking. In spite of all these dangers and difficulties, the work was carried on, as our drawing shows, with a courage and devotion that are beyond praise. "Vindictive" suffered severely in casualties, but every man possible was taken off the Mole before she withdrew, and men who were on board have stated that all the wounded were brought away.—[Drawing Copyrighted in the United States and Canada.]

## LAST HONOURS FOR ZEEBRUGGE HEROES: THE DOVER FUNERAL.

PHOTOGRAPHS BY G.P.U., ILLUSTRATIONS BUREAU, AND SPORT AND GENERAL.



THE FUNERAL OF MEN KILLED IN THE ZEEBRUGGE RAID: MARINES, WAAC'S, AND SAILORS IN THE PROCESSION AT DOVER.



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THE FUNERAL OF TWO OFFICERS AND SIXTY-FOUR MEN WHO FELL IN THE NAVAL RAID ON ZEEBRUGGE AND OSTEND: THE SERVICE BY THE GRAVESIDE IN ST. JAMES'S CEMETERY AT DOVER.

The total number of casualties in the Naval raid on Zeebrugge and Ostend on St. George's Day was 532. Those who were killed or died of wounds numbered 180, including 10 officers; while there were 2 officers and 12 men missing. The number of wounded was 383. The funeral of two officers (Lieut. A. B. G. T. Chamberlain and Sub-Lieut. Maurice Lloyd, both of H.M.S. "Vindictive") and 64 men took place at Dover on Saturday, April 27. The procession contained several hundred officers of the Navy, the

Royal Marines, and the Army, with detachments of sailors and Marines, and parties from all the regiments and corps in the garrison, as well as of the women's naval and military auxiliary services. Aircraft patrolled overhead. At the cemetery the service was conducted by 11 chaplains; and Royal Marine buglers sounded the "Last Post." Vice-Admiral Sir Roger Keyes, who commanded the expedition, sent two wreaths, inscribed "in proud and grateful memory" of those "who died for England on St. George's Day."

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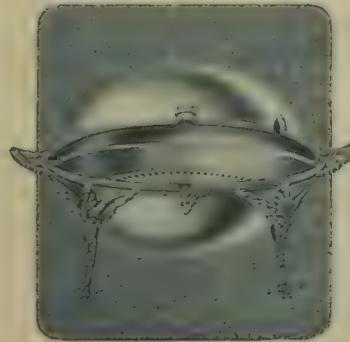
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## LITERATURE.

**Cecil Rhodes.** Princess Catherine Radziwill, at the end of her "Cecil Rhodes: Man and Empire-Maker" (Cassell), says that she set out to write a book of recollections, and finds it has resolved itself into one of impressions. Expanded a very little, that would be the best, and a quite adequate, criticism of it. Recollections have some substance, however vague. The Princess's impressions are definite enough, but singularly unsubstantial. And this is true not only as regards Cecil Rhodes, but also Viscount Milner, and the one or two other figures contemporary with theirs on the South African stage who come within her limelight. It is difficult to distinguish which of the two, the Colossus or the High Commissioner, is intended for the hero of her piece—or rather, it is not difficult at all, so consistently is the latter introduced as the foil to prove the former a failure. This rôle assigned to him is one that probably Viscount Milner will find embarrassing.

Among the author's few recollections is that of quoting to Rhodes the old French motto of every true Knight of the Middle Ages: "Mon âme à Dieu, Mon bras au roi, Mon cœur aux dames, L'honneur à moi!" and his answer, "Ah, yes! In those times one could still think about such things." It is impressed upon us again and again here that, alone among the hills of Rhodesia, gazing upwards at the vast expanse of stars, Cecil Rhodes had glimpses of the finer issues of life, but that otherwise the higher attributes of mind did not trouble him; and ambition, love of domination, and the desire to eclipse everybody and everything around him were his ruling instincts. We are quoting the author's own words, to which she adds that for money intrinsically Rhodes did not care; and they can fairly be said to sum up a pre-occupation which, as she moves a somewhat mysterious way through her subject, she co-ordinates and fancies both to corroborate. The facts and fancies concern affairs as well as the men, and, if the affairs can scarcely be termed South African

history, the author's comments on them are sometimes shrewdly illuminating of the same, just as, if the man is not Cecil Rhodes, the character given him is at times explanatory of the original. Despite its detractions, the volume does not really leave an ill-natured taste; it

"Both Sides of the Curtain." The times are out of joint for theatrical reminiscences—*inter arma silent artes*. Our stage favourites belong to our seasons of leisure, the years when we claim a certain measure of enjoyment as a right as well as a relaxation. It is unfortunate that "Both Sides of the Curtain," by Geneviève Ward and Richard Whiteing (Cassell), should have been published just now. The work has been well done. In the far-off days when Miss Ward had turned from Grand Opera to the drama, she appeared at Manchester in "Macbeth," and the writer in the *Guardian* of the notice that made her future comparatively secure was Richard Whiteing. It was the beginning of a friendship that has lasted nearly half a century, and has found fitting expression in a book that is the work of both. We find the brightly written record of a strenuous, varied, and successful life, in the course of which Miss Ward has travelled all over the great part of the world that speaks English, receiving the homage of the thousands to whom the dramatic art is an object of respect.

All of us who have seen Miss Ward, whether in good plays or bad, recognise in her the really great artist to whom the gift of interpretation has been vouchsafed in most liberal measure, and it is not too much to say that her art, while delighting countless thousands of playgoers, has stimulated many an actor and actress to take their profession seriously. That is her praise. She has redeemed commonplace work from insignificance, she has enabled us to realise the ultimate beauty of great dramatic creations.

As a singer before most of us were born she had made a name for herself; as an actress she ranked with the leaders; and as a teacher she has kept the light burning. Now in a serene, dignified old age that would appear to have left her mental faculties unimpaired, she turns the lesson of her life to account in an eloquent passage:

"National Service is the mighty drama in which woman, as well as man, is now taking one of the star parts, and, by sheer faculty of brain and hand, winning emancipation without a charter or a blow."



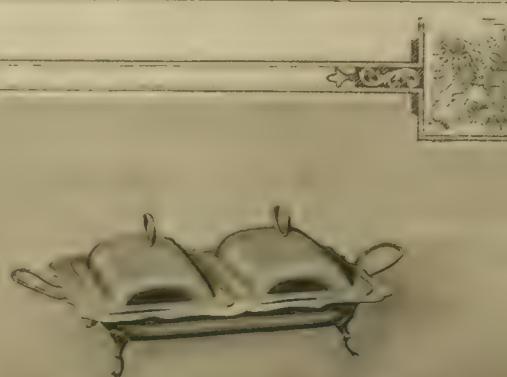
DURING THE GERMAN OFFENSIVE: LOADING A BARGE WITH PROVISIONS FROM A FORWARD DUMP.  
Official Photograph.

assumes, indeed, a savour of impartiality through its equal unwillingness to praise without blaming and to



DURING THE GERMAN OFFENSIVE: AN AUSTRALIAN BATTERY SUPPORTING INFANTRY IN VILLAGES AHEAD.  
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blame without praising. And it is undeniably entertaining (if only for the Princess's pretty way), even while the limitations to its authority are obvious.



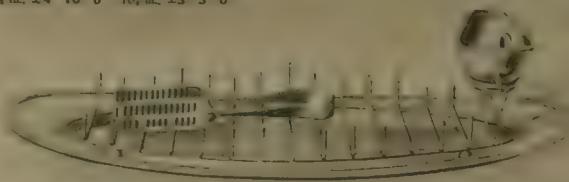
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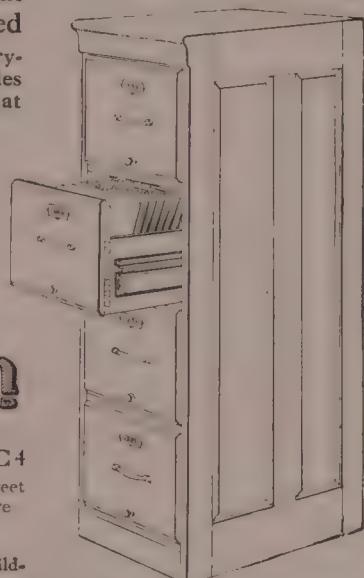
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## LADIES' PAGE.

CONSCRIPTION for women is "in the air." It will be cruelly hard upon thousands of people, especially upon elderly delicate parents, whose whole comfort—whose very existence almost—depends on the ministrations of young, healthy women, daughters and paid attendants. But we must remember that nothing can be anything like so terrible as allowing the Germans to tread as conquerors our sacred soil. It is all sacrifice, all horror, this awful war! Lives devastated, homes broken up, the present and the future rendered dark and wretched! It is all a choice of evils, and we must just realise that everybody has simply got to endure anything rather than see England under the German hoof and England's daughter-nations enslaved!

Meantime, however, as the call for the services of young and strong women for the State is already so heavy, the service of the homes of the country is sadly "under-womanned." The demands of such women as remain in domestic work have grown exorbitant. Here is a genuine reply to an advertisement for a general servant for one lady in a flat: "My age is twenty-five, and I require a salary of £45 to £50, and all found. Flat must not be too big, and I require a *very* nice bedroom. I wear uniform in mornings only, and no caps at any time." Many houses are quite servantless; and hospitals and asylums, too, are unable to get the domestic labour done, and wards are closed in consequence. National kitchens where really refined and good cooking is done may in part be the remedy; and might "come to stay."

There are in London and elsewhere "service flats," where tenants have their own furniture and private rooms, but go to a common dining-room for meals, and have their apartments kept clean by the servants of the proprietor. In every case, I believe, these are most successful; it is almost impossible to find such a flat vacant, though the terms are very high for rent, service, and food. The extension of this system and National kitchens may make an immense difference to women's lives in the future. In the United States, where our present (and possibly only temporary) difficulty in getting domestic workers is chronic and of old standing, service flats—"apartment houses," as they are called in New York—are very numerous, and serve many thousands of people as homes. Yet there are obvious objections to the system, especially in bringing up a family.

While the outline of all frocks is so simple, brightness is given to gowns of the class requiring it by touches of gold



A CHARMING OUT-DOOR COSTUME.

The tunic and bodice of this gown are made of soft Ninon, while the skirt is of satin. This latter material is also used for the revers waist-belt, one of this spring's new fashion-features.

tissue. It is used a good deal draped over with one layer of chiffon, and makes belts, yoke-pieces, ends of sashes, and cuffs, and in some cases is even more lavishly employed, making, perhaps, about half of the corsage, and being repeated at the bottom of the tunic, or as a band of trimming about the knee on a one-piece black taffetas frock. The gold is sometimes in the form of a plain tissue, sometimes filigree or lace-like. It must by no means be overdone, but in refined and tasteful use it gives a little of the brightness that we would like to have in our appearance for evening wear, or at other times when we want to look our nicest to welcome home our boys on leave. There are also many exquisite brocaded silks and velvets from Lyons to be seen; sometimes the pattern on a dark ground is in tinsel, either gold or silver, sometimes in exquisite colours blended with true French taste. These lovely silken weaves are costly, but a little of such rich colour and design goes a long way. The French luxury tax may be responsible for the influx of these beautiful products of Lyons looms into London shops. Luxury, of course, such material is, and many women have no heart for such matters now. But others *will* love dress under any circumstances; and to exercise good taste in design and colour is always permissible.

One of the features of the time, indeed, is the outburst of little dress-shops for the exploitation of the new class of girl wage-earners. The chief feature of these innumerable mushroom businesses is the fragility and uselessness of the wares displayed. "Blouse shops" many of them proclaim themselves, and deck their windows wholly with fragile and merely decorative white or light-tinted muslin, Ninon, Georgette, and chiffon "confections." They display the fact that many thousands of girls are now earning good wages (too often, as an employer of girl labour sarcastically put it to me the other day, "not 'earning' but 'getting' high wages") who would before the war have depended on a minute dress allowance from parents, and that these flimsy bits of colour are to them a lure that is irresistible. It is a curious development of war time! To advise them to buy useful, lasting clothing, or even to save their spare shillings and to put them into War Loans, would doubtless be futile; yet that is good advice, my dear girlies.

All useful fabrics are extremely dear, and especially so is all material woven out of pure wool, yet we are told by the wise that if we can lay out money for future service we shall do well to buy and put away for autumn a dress length or two, and any woven wool or flannel garments that we shall then need; for if the war goes on, wool will be quite un procurable for civilian purposes.—FIOMENA.



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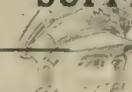
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## NEW NOVELS.

"*Impossible People.*" We all know Mrs. George Wemyss's delightful children. They are the water-colour drawings of the novel world, modern in spirit, but Kate Greenawayish in style. "*Impossible People*" (Constable) is not a book about impossible young people; Diana, Googlie, and Toby being entirely credible, with a delicious individuality of their own. Then was there ever such a maid as Milly since the Marchioness captivated Dick Swiveller? "Milly sat on the stairs waiting.... She had many things to think about, and from the stairs she could look out through the window on to waving tree tops—scurrying clouds. She could see birds, and forget she was a housemaid. There was no beauty to her in dust—unless it danced in a beam of sunlight; then she loved it." It will be seen that there are friends to be made and loved by the right-minded person who reads "*Impossible People*." We ought to add that there is also a good plot, well thought out, and carried to a charming conclusion.

"*The Devil's Stairs.*" "Everybody slips who treads upon the devil's stairs." The proverb furnishes text for the homily and title for the story blended by Mrs. Stanley Wrench in a book that has a fixed idea, but presents it with considerable variation. The stairs of the devil have, surely, a sin to every tread; but Mrs. Wrench gives us only the betrayal of women by their youth and their desires. A family where mother and two daughters—respectable folk all—alike went astray on the threshold of womanhood might almost seem to make a hobby of producing illegitimate stock. The point made in Barbara's case is that she was a young person in whom the maternal instinct was

peculiarly highly developed. Her mother was simply light; and Jess, her sister, was the victim of a passing passion for a worthless and vicious yokel. "*The Devil's Stairs*" (Duckworth) is not altogether a sound novel. Nobody, in reading it, would guess how wide are the stretches of life where guilty loves have never set their footprint—plains of a monotonous level, perhaps, but more fruitful soil than

lunatic asylum is another proposition, and wants very careful handling—unless you are out for reform, or can make lunacy into something comic, instead of being tragedy. Miss Kathlyn Rhodes has succeeded very well with her delicate subject. It is not a nice idea—the doctor's daughter in love with one of his mental patients—but she has made it both romantic and unoffending, albeit at the expense of actualities. Egypt is her trump card, and she plays it triumphantly. It is impossible to find a story sordid that is set in a golden desert, where picturesque Arabs, fragrant coffee and luscious fruits, and a great gift of music are used, each in turn, with as much skill as variety. "*Sands of Gold*" (Hutchinson) is a love story with a plot that may or may not be convincing. It is certainly a well-written and richly coloured novel, which deserves the popularity we predict for it.

"*Mary of the Winds.*" (John Murray)

*Mary of the Winds.* is a collection of sketches of Irish folk and their folklore. They are written down, says "Evedean," who writes them, just as they happen to be remembered. The author has, then, a gift of graceful and literary remembrance. The language is "the Irish," put into English, of course. "Down sat he on the grass facing herself, and the stir of his limbs was as silent that day as the hush of the winds." This is a legend of Mary who lost her soul to the Devil—Mary of the Windy

Gap, in the far Kerry hills. "Tis now a gay place above," says one of the people of another story, "for all the young of the world are straying there straight from the battlefield." Which is what Katherine Tynan, who has also the soft Irish singing voice, says too: "Now Heaven is by the young invaded. Their laughter's in the place of God." There is, indeed, much in common with all Irish poets and poetesses in the work of this little volume



DURING THE GERMAN OFFENSIVE: TOMMIES RESCUING A BED-RIDDEN OLD MAN WHO WAS LEFT IN A SHELLED VILLAGE.—[Official Photograph.]

the devil's stairs could ever be. And nobody would perceive, through its pages, that (in spite of Pope and Mrs. Wrench) chaste women are the rule and not the exception in a British community.

"*Sands of Gold.*" An Egyptian setting makes a romance go with a swing, as novel-readers have known since the days of the "Nile Novel" on. A

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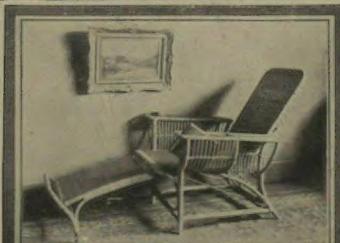
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## THE CHRONICLE OF THE CAR.

The A.A. and the The controversy which arose out of the refusal of the A.A. to join in the constitution of a United Council of Motorism does not seem likely to die down. As will be remembered, the Association took its stand on the objectionable wording of Clause III. of the projected constitution, which had the effect of tying the hands of each of the

scheme of a United Council, which has much to commend it on general principles, were destined to be wrecked. Recently, however, the Council made certain advances to the A.A., suggesting that the constitution as at first drafted might be modified to meet the views of the latter. The answer of the A.A. is a flat negative. In the words of its letter to the Council, it has nothing to add to its first communication refusing to come in. It takes the view, apparently, that the Council is an entirely superfluous affair, and that the main objects of its terms of reference can be achieved perfectly well by the calling of detached conferences of the bodies most nearly concerned as and when occasion may arise.

Personally, I am inclined to dissent from the attitude taken up by the Association. I do not see what more the executive of the Council could have done than offer to reopen to discussion the whole matter of the constitution; so that on this count it seems to me that the Council is entitled to claim that it has put itself in the right. Of course, there is much more in it than the simple question of Clause III. If that were all, it is quite clear that the A.A. could, without any loss of dignity, consent to the reopening of the whole business. But it has put itself into direct conflict with the whole of the bodies at present adhering to the Council by its statement of opinion that the latter is, in effect, an altogether redundant organisation. More than that, I venture to think that it runs counter to the whole body of motoring opinion, which certainly seems to favour the idea of a central "Parliament of Motoring." Not that I think we want a permanently sitting Council with plenary powers to run all the affairs of motoring—trade, sporting, and everything. But I do think the ideal of permanently constituted body, with all the machinery ready and perfected to deal with questions as they arise, is far better than that of the detached conference, which would take time to call and get into working order. It is perfectly easy to see that under

the latter system—or want of system—matters of considerable gravity might get themselves settled in a manner adverse to the general interest while the bodies concerned were getting ready to talk about them.

On balance, then, I am very strongly of opinion that the A.A. should respond to the advances of the Council in a more reasonable spirit than it displays at the moment. I do not say it ought, whether or no, to join in, but at least it should meet and discuss matters along the lines I have indicated.

**Home-Produced Fuel.** I have heard reports recently of most

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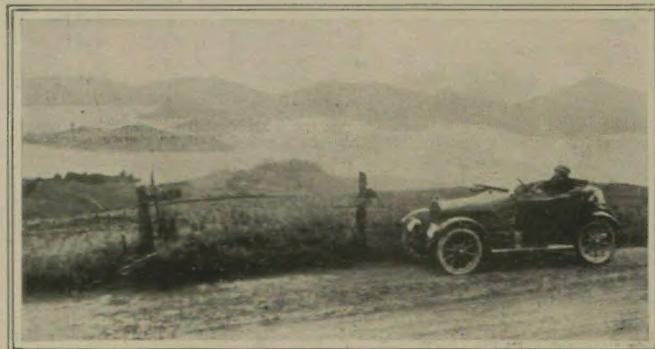


WAR-WORN: A LANCHESTER ARMoured CAR.

The car we illustrate is one of a squadron of Lanchester armoured cars which have been operating under exceptionally bad conditions of service. The Kaiser offered a reward of 20,000 marks for the capture of the Commander, dead or alive. The reward, it may be remarked, has not been claimed.

constituent bodies in any case in which the interests of one were apparently opposed to those of another; and the A.A. very properly declined to have anything to do with a Council made up of bodies, each with its own ends to serve, which, if the terms of Clause III. were observed, could hardly be expected to take a wide and impartial view of the greater issues.

Publicity having been given to the refusal, there at once followed explanation and counter-explanation, which, truth to tell, did not do much to clear the situation; and we were left wondering if the whole



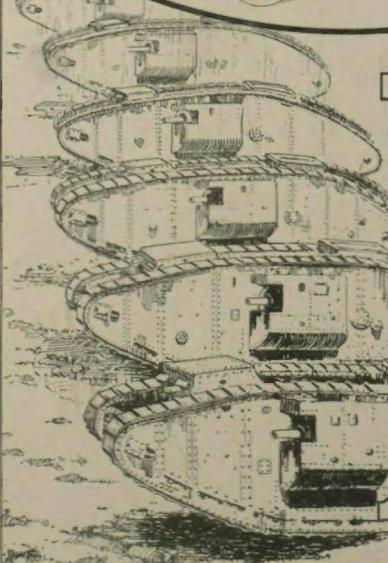
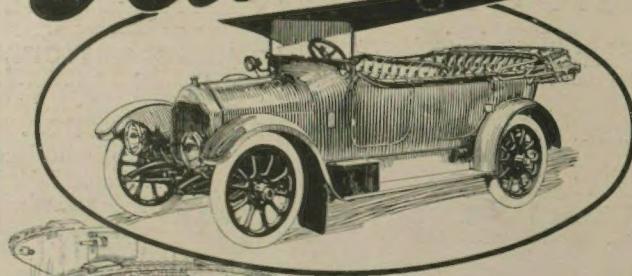
A "SWIFT" CAR IN NEW ZEALAND: ON THE TOP OF MT. CARGILL.

This photograph illustrates a 10-h.p. Swift car, on the top of Mt. Cargill, coming out of Dunedin Harbour, which is seen in the foreground. Port Chalmers is seen on the left, on a small peninsula, and Otago peninsula is opposite. The photograph was taken at 7 a.m., when the sea glistened in the morning sun.

recovered, together with the figures relating to by-products and residues, are sufficiently good to make it certain that in the shale and cannel-coal deposits we have all the

*[Continued overleaf.]*

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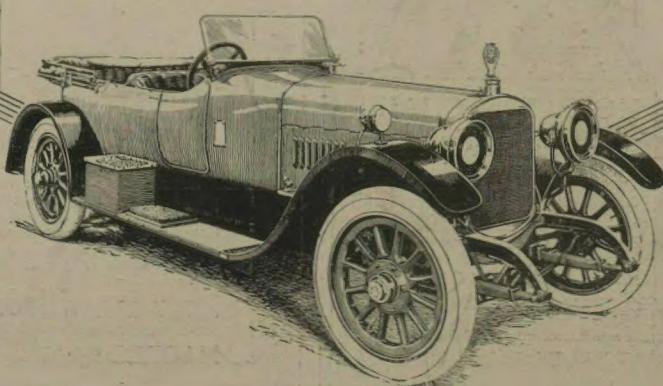
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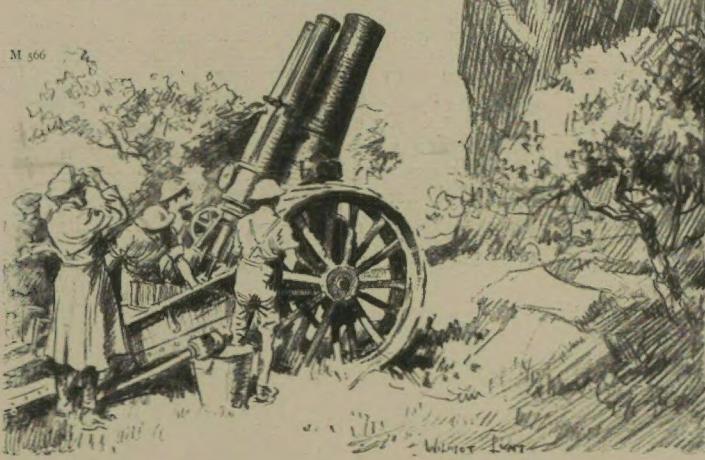
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